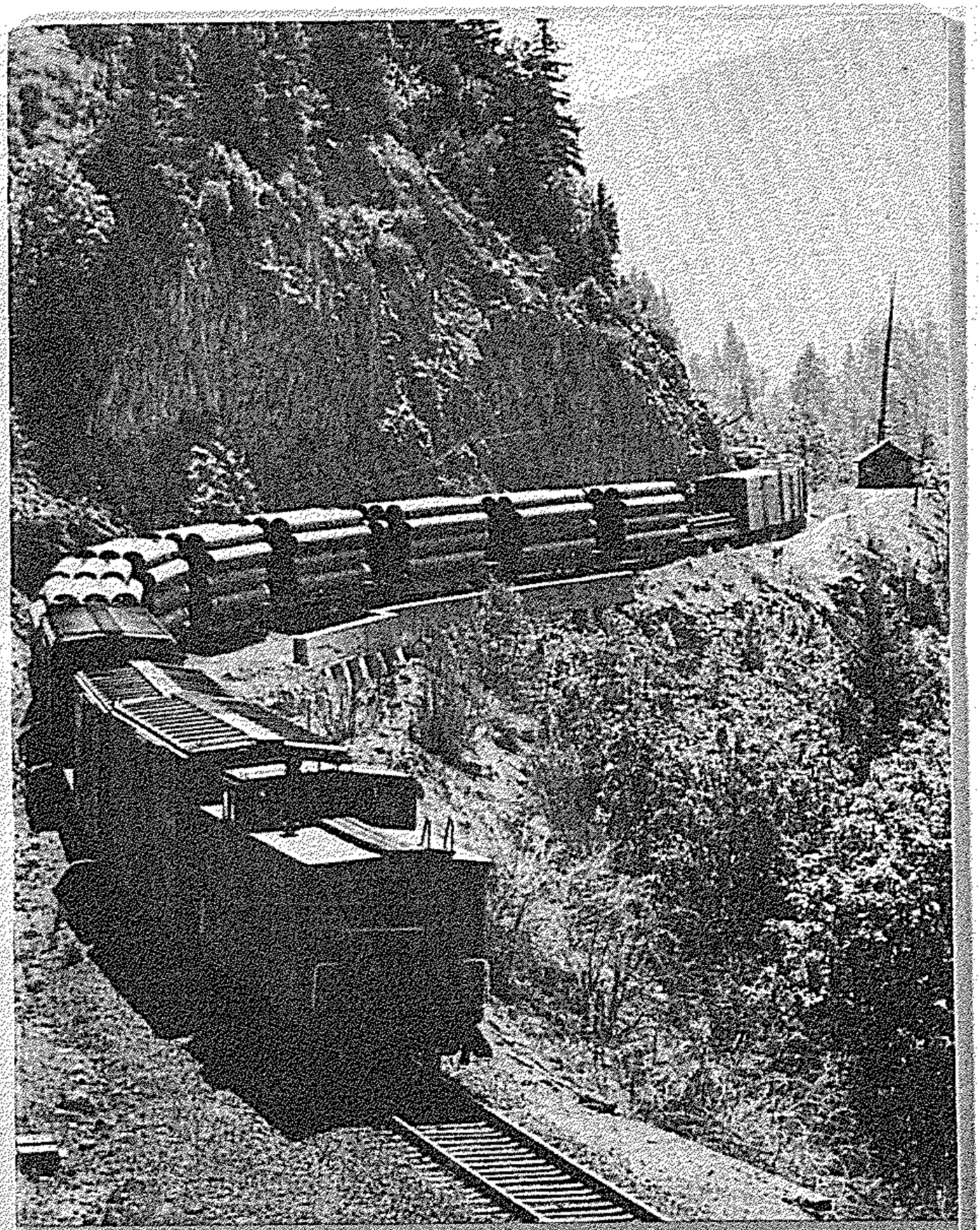


Southern Pacific Bulletin

APRIL, 1963

Editorial

Let's Tell Our Friends About SP Train Travel

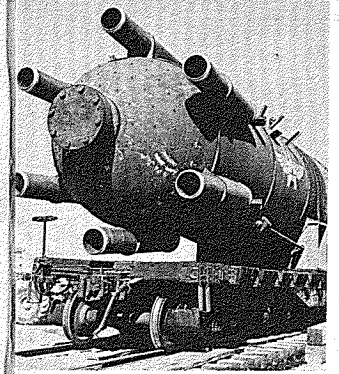
Spring and early summer is a beautiful season along our lines, and right now we have plenty of room on our trains. This means that a traveler can usually get exactly the space he wants, whether it's a window seat on the ocean side or a double bedroom on Friday night. So it's a strategic time to remind travelers they'll get a warm friendly welcome from us.

A surprising number of people don't ride trains simply because they've never ridden one. With some urging from us, many of them would discover that a train ride has it all over driving on today's increasingly high tension, high speed freeways, and the inevitable too-close-for-comfort brushes with thoughtless drivers.

On a train they'll discover that some magnificent scenery lies on either side of that white line down the middle of the road, and they get an eye-level, window-wide view of it. With the engineer doing the driving, they can sit back and just relax, stroll through the train, and dine at leisure.

More than any other mode of travel, a train offers travelers a time to relax. (Many businessmen find it's also a haven where they can hole up for some uninterrupted work if they want to). We think plenty of people would prefer it to the hustle and bustle of flying, too, and if they want a car at their destination, we can arrange to have a rental car for them.

By talking up our service now, both on and off the job, and by being especially courteous and cordial to our customers, you can help give that extra push that will bring back our regular customers, and attract many new ones, also, to our trains.



MILLION pound shipment, among heaviest ever moved by rail, was this refinery vessel carried by Southern Pacific.

High Wide and Heavy

The tall worker in the El Paso freight yard stared up at the huge shape towering above the flatcar he was checking.

"Doesn't look as if it could ever move," he told the yard clerk.

"It will," the clerk said. "That thing is a big generator, headed for Pittsburg, California. It weighs 262 tons, just like another one we moved."

As the two men went about their work, the freight train with the generator aboard eased out of the yard and onto the main line. Leaving West Texas, the train cut through a corner of New Mexico and soon was clicking off miles of sun-baked Arizona desert on the way to California. Just 55 hours after departing from El Paso the giant generator arrived at its destination in the San Francisco Bay Area, more than halfway up the Pacific Coast.

Southern Pacific has not suddenly decided to specialize in the unshippable — most of the freight moving over the system is ordinary — but high, wide and heavy shipments like the generator are on the increase.

Oversized loads can be many things: Earth movers, construc-

COVER

An SP freight train carrying pipe shipment heads north in Sacramento Canyon south of Dunsmuir.

—Photo by Robert Morris

tion machinery, large boats, boilers, transformers and girders are a few examples.

SP in recent years has built a reputation with shippers for expedited handling of these loads, according to W. G. Peoples, vice president — system freight traffic. "Far from being reluctant to take on unwieldy chunks of machinery," he points out, "our railroad accepts the challenge to handle larger and heavier loads. And most important, it moves nearly all of these shipments in regular manifest service under close supervision."

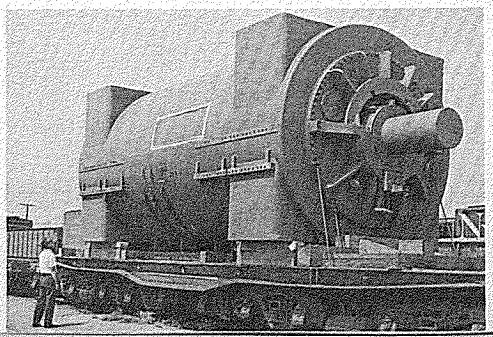
Brings Revenue

There is an excellent reason for seeking this type of business. It is very profitable and brings in added revenues for the railroad. Moreover, when Southern Pacific speeds one of these loads to its destination, it often leads to additional business, moving normal shipments for the same shipper.

The railroad is mindful of the need for rapid movement of oversized freight. When a manufacturer has spent months assembling a large and complex piece of machinery that may represent an investment of hundreds of thousands of dollars, he can not afford to let it stand idle a day longer than necessary.

SP always tries to give a prompt answer to queries by shippers, and once the shipment has been cleared and is ready to load, the railroad proceeds immediately to set up the move. Making the arrangements is the responsibility of the Transportation Department.

To alert personnel along the route of the shipment means a major exercise in communications, often involving telegrams, teletype messages, telephone calls and letters, for many people have a hand in one of these operations. Division officials, train dispatchers, car inspectors, terminal superintendents, train crews and switchmen all play parts in getting one of these giant loads safely to its destination.



GIANT GENERATOR towers above railroad worker at Los Angeles. This massive piece of machinery was handled by SP in normal freight service despite its weight, which exceeded 700,000 pounds. Note the two extra sets of wheel trucks on the heavy duty flatcar.

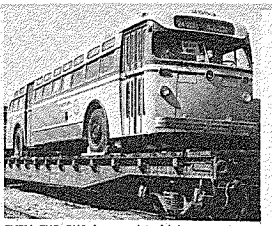
SP People

In the Transportation Department at San Francisco, Howard Duke is the man who arranges for clearance and movement of these shipments. He points out: "Southern Pacific's reputation for moving this type of freight was built and is maintained by *people*. The railroad's improved physical plant helps, but the important factor is still the effort of individuals."

For oversize or extremely heavy loads, the bible is a 37-page booklet of tables and detailed instructions entitled, "Line Clearance Circular." About five years ago this booklet was revised by the addition of a column listing load limits for some oversized shipments that can be handled without special approval, thus speeding up the preliminary procedure. For such loads, all that is required is advance notice to the general superintendent of transportation. Extraordinary loads, which necessitate more elaborate preparations, still require special approval by both the Transportation and Engineering Departments before they are accepted.



HOWARD DUKE, one of the railroad's experts on heavy loads, displays a book that helps him determine how to route the big ones.

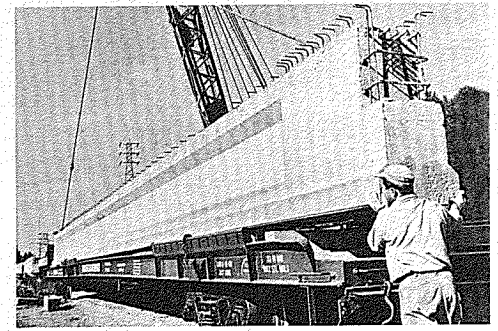


EVEN THE BUS leaves the driving to us. SP delivered this one to San Francisco, where it is now busy hauling passengers around the city.

Higher Speed

Another major development in SP's handling of jumbo shipments was the lifting in 1957 of the blanket 40-mile-an-hour speed restriction that previously had been imposed on these loads. Now most oversized loads move as fast as other traffic and, unlike the practice of some railroads, around the clock, seven days a week.

"Line improvements have



PART OF A BRIDGE now, but when the railroad carried it, this was just a big chunk of reinforced concrete. It was used in freeway construction near Springfield, Oregon.

aided in the handling of this type of freight," H. M. Williamson, chief engineer-system, says. "As part of a continuing program of bettering its physical plant, Southern Pacific has daylighted some tunnels, strengthened bridges, straightened curves and reduced grades wherever practical."

Mechanical Dept.

Also involved in the transporting of oversized shipments is the Mechanical Department, which is responsible for seeing that loads carried on open top cars are properly secured. Because bulky freight often projects in several directions, it is most often carried aboard flatcars and held in place with cables called tiedowns. Specifications for securing loads are set forth in regulations published by the Association of American Railroads. But because SP sometimes carries massive articles that have never before ridden the rails, the Mechanical Department has to devise tailor-made tiedowns to suit the nature of the freight.

Some loads are so gigantic that they must be separated into manageable segments for shipment and then joined together again at destination. Generally, however, rail shipment eliminates or reduces the need for costly disassembly.

Extremely ponderous machines too large to go through tunnels test SP's ingenuity. In such cases, the shipment is guided over alternate routes.

The extra care involved in

'Basically, SP Sells Service'

carrying cumbersome freight is considered highly worthwhile by the railroad. As General Superintendent of Transportation J. M. Hatcher says: "Basically, what SP has to sell is service, and we endeavor to expedite movement of high, wide and heavy loads on the same basis as ordinary freight shipments."

Pleases Shippers

Comments by shippers bear out that good service does not go unnoticed:

"We and other major shippers all over the nation are aware of the handling these loads will receive when shipped over Southern Pacific Lines," one traffic manager wrote to the railroad. He went on to praise the "careful and expeditious" treatment SP gives to large and heavy shipments.

A shipper in the contracting industry, expressing his appreciation for the fast movement of some heavy machinery, pointed up the importance of SP's service:

"One day's delay in operations could conceivably be the difference between successfully completing a project or carrying unfinished work through an entire winter season."

Howard Duke of the Transportation Department knows that many of these loads are so big that only a railroad could handle them, and he is proud of Southern Pacific's achievements in handling some of the biggest of these.

"There are limits, though," Duke says. "One time a man called us up and asked whether it was possible to ship a Sequoia tree from the forest to San

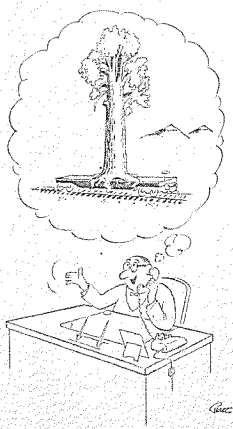


DISMANTLED WIND TUNNEL MAKES AN EERIE RAIL CARAVAN

Francisco for export."

Mulling over a recollection that Sequoia trees can grow to be hundreds of feet tall, Duke ventured an opinion that it might be possible.

"The thing that stopped us," he adds, "was one of the conditions the shipper wanted to impose. He wanted the tree



shipped, standing on its roots in an upright position."

While the request was a bizarre one, it serves to emphasize the confidence shippers have that SP can transport almost anything that is detachable from the earth's surface.

Phone Instructions Aid in Birth of Baby

Mrs. Della Chappelle, on duty in the Eureka (Calif.) telephone exchange one morning last month heard a man's panicky voice announce that a baby was being born and that he needed help — "in a hurry".

The speaker was Anthony Gallagher, NWP tunnel foreman, calling from Kekawaka, a small community on the Eel River, 90 miles south of Eureka. Gallagher explained that the only telephone in town was the one in his home and that the baby was being born 150 yards distant in the house of another NWP employe, Walter Veilbig, bulldozer operator. And things couldn't wait.

Mrs. Chappelle, a mother of four, recalled her service as a nurse's aide during World War II and her first aid training from the telephone company. She calmly proceeded to explain what Gallagher could expect.

Gallagher dispatched his wife, Danita, to the Veilbig home to assist the husband in the delivery. Then he relayed Mrs. Chappelle's instructions in 150-yard dashes from phone booth to the Veilbig home.

After several round trips from telephone to "ringside", the baby was born — a fine son weighing 6 pounds, 9½ ounces.

At Garberville Hospital doctors later told Mrs. Veilbig they couldn't have made a better delivery.

Joseph Jensen Named 'Most Useful Citizen'

A man who has been identified with our Pacific Electric Railway as a consulting geologist for 39 years, and who at 76 still is active, has been honored as "Los Angeles' Most Useful Citizen in 1962".

Distinguished List

The honor was bestowed at the 60th annual banquet of the 2300-member (world's largest) Los Angeles Realty Board upon Joseph Jensen who joins a list of 43 distinguished citizens who have received the award since 1920. The list includes the beloved Will Rogers (1934) and Leo Carrillo (1939) and the late Southern Pacific directors Harvey S. Mudd (1935) and Victor H. Rosetti (1947).

Illustrious Career

Although oil and water themselves do not mix well, Mr. Jensen has combined a knowledge of the two into one illustrious career of business and public service. Most noteworthy of the several career hats he wears is that of the chairman of the board of the giant Metropolitan Water District of Southern California. Serving without salary, he has just been reelected to that position for an eighth consecutive term.

MWD provides six counties and 97 cities with 1 million acre-feet of water annually, mostly through great aqua-ducts from the Colorado River.



Joseph Jensen, left, geologist, was honored by Los Angeles Realty Board as "Los Angeles' Most Useful Citizen in 1962". Here he shows the award — an engraved gold wrist watch — and receives congratulations from D. R. Lewis, PE vice-president and general manager.

Franklin E. Kriebel, assistant to the vice president of system freight traffic, has been elected president of the Transportation Club of San Francisco. He succeeds Ralph Coffing, general traffic manager for DiGiorgio Fruit Corp., who retires as president and member of the board of directors.

Youngsters Find Useless Products Have Brisk Sale

Marketing a totally useless product sounds like an impossible task, even for a platoon of super salesmen.

But in Pasadena a Junior Achievement firm sponsored by Pacific Electric Railway Company is doing just that — and making an excellent profit on its sales while the teen-age businessmen learn firsthand about free enterprise.

The company is SOPOT, a name that stands for the Society for the Preservation of Thingamajigs. The 19 members of the firm, all students at John Muir High School, currently are producing Psycho Sticks.

For those who have never seen one, a Psycho Stick is a notched stick with a propeller at one end. When you rub the notches with another stick, the propeller spins. Rubbing the notches in a different way causes the propeller to reverse itself. It seems pointless, but people somehow like the darn things.

SOPOT recently received an order for 1,000 Psycho Sticks which will be used to promote a new Elvis Presley motion picture.

Mike Talbot vice president of the company, personally sold 50 of the sticks to the intrigued members of a Los Angeles service club after he made a speech telling them about the product.



PSYCHO STICKS help relieve classroom frustrations, according to Mike Talbot, vice president of SOPOT, the Junior Achievement firm that produces these oddly popular items that don't do much of anything.

SOPOT's advisor L. A. Noble, Jr., is a personnel assistant in the Los Angeles office of Pacific Electric. He says the teenage members of the firm started selling stock last October at 50 cents a share. Now the stock is worth $1.30 a share, he adds.

Part of the reason for the growth is the hefty profit margin. Psycho Sticks cost a nickel to manufacture and sell for 25 cents. Last Christmas SOPOT was equally successful in marketing its first product, which was called "Ye Yule Jewel." It consisted of 18 feet of cloth tape, 36 miniature clothespins and four thumb tacks. Purpose of the product was to hang Christmas cards on as a room decoration. Altogether, 720 of these were produced and sold, with a 22 cent profit on each 78 cent sale.

SOPOT also sells silver and gold cap badges formerly worn by Pacific Electric conductors.



SP-PE Junior Achievement Advisers and officers of SOPOT present Elvis Presley a sample of their hottest selling item — the "Psycho Stick." Presley's manager, Colonel Tom Parker, ordered 1,000 sticks to promote a new Presley motion picture.

The company will disband at the end of the school year, but in the meantime it is marketing still another useless but interesting product: an Easter egg tree.

Sixty Centuries of PMT Safe Driving

Drivers of Pacific Motor Trucking Company have accumulated 6,107 years of safe driving during the past 22 years, according to C. D. Calkins, manager, safety and personnel. Nearly 18,000 PMT drivers have received Safe Driver Awards from the National Safety Council during these 22 years. The awards are the highest in the nation presented to professional drivers.

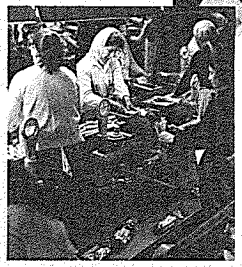
This year, each trucking terminal of PMT is honoring award winning drivers at breakfasts held in their honor. Drivers receiving awards for having driven 10 years without a reportable accident will also be presented with 27-jewel wrist watches. Those receiving 15 and 20 year Safe Driving Awards will be presented with merchandise awards.

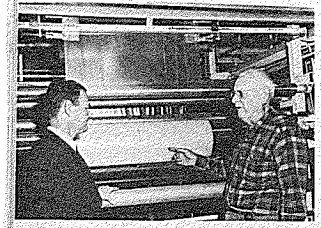
In the past 22 years that PMT has been associated with the National Safety Council, 176 drivers have received 10-year awards and wrist watches.



CARROTS are cleaned and chilled to 40°; then weighed and packed into plastic bags in Duncan Produce Co.'s modern vegetable processing plant at Edinburg, Tex.

PLASTIC bags of carrots move by conveyor belt to sacking table, where they are placed in large net bags and hand-trucked into waiting refrigerator cars.





LEFT: Angus Casberg, general mgr., Texas Plastics, Inc., shows TF&PA W. J. Manix, left, polyethylene film from which the plant makes 800,000 vegetable bags a day. Plant also makes the film itself.

Vital to the Valley

Shippers in the Rio Grande Valley, down at the tip of Texas, depend on fast, efficient SP service.

The southern-most area served by Southern Pacific is the Lower Rio Grande Valley of Texas.

It's so far south that people of the Valley refer to their fellow Texans living up north in Houston and Dallas as "Yankees."

Actually, it isn't really a valley at all. About 100 miles long and 40 miles wide, the area is mostly a delta of the Rio Grande, the international river that forms the boundary between Mexico and the United States.

For millions of years, the meandering river has deposited layer upon layer of rich alluvial soil over the area, so that today oil well drillers sometimes penetrate 2,000 feet of "top soil" before hitting bed rock.

Friendly People

This sunny, fertile region at the tip of Texas and at the southern extremity of the continental United States is inhabited by about 400,000 people noted for their friendliness.

"When I first came down here," says Murray Songer, SP district freight and passenger agent at Harlingen, whose territory covers the Valley, "people smiled and nodded at me, and I thought they'd mistaken me for somebody else. Come to find out, they were just being nice. That's the way they treat everybody."

This hospitable atmosphere helps make the area a haven for tourists and retired people. They flock to the Valley to enjoy its semi-tropical climate (average winter temperature: 64°), its fabulous fishing (38 varieties of game fish), its superb beaches and palm-lined avenues, its warm Gulf water, fine accommodations and proximity to the shops and restaurants of Old Mexico.



DF&PA Murray Songer, left, chats with Edgar Duncan of Duncan Produce Company, Edinburg, Texas. SP helped this firm find just the right location and set-up for its fruit and vegetable processing plant.

But, although tourists spend about $50 million annually in the Valley, they are still only the third most important segment of the Valley economy. Agriculture and industry head the list.

Rio Grande Water

Key to Valley agriculture is water from the Rio Grande. The Falcon Dam, located at the edge of the area, stores water from the erratic river, insuring a steady, year-around supply. With irrigation, the Valley — once a semi-arid region of cactus and mesquite—has become one of the nation's leading producers of cotton, garden vegetables and citrus fruit.

The area raises about 400,-



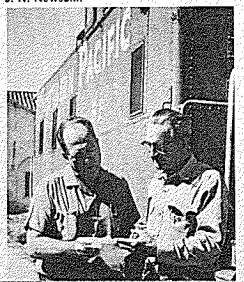
AGENT I. M. Smith of McAllen, Texas, talks with Jose Quintanilla, foreman for the John Wisehan Co. Sacks of parsley in car are being top-iced for trip to dehydrating plant.

000 bales of cotton each year, accounting for over half of the Valley's farm income. The remainder comes primarily from fruit and vegetables — carrots, cabbage, onions, bell peppers, tomatoes and a few others.

There are risks in this business. The devastating "freeze" of 1951, for example, destroyed ten million citrus trees and virtually wiped out the Valley citrus business. Since then, despite lesser freezes, growers have re-planted, specializing in a hardier species of trees, bearing the famous Texas red varieties of grapefruit and oranges, and the citrus industry is well on its way back.

"Southern Pacific has played an important part in the development of Valley agriculture since our line was first built into the area in 1927," Murray Songer says, "and we're continuing to do so today."

LOOKING over their orders at Brownsville, southern-most point on the SP system are Conductor B. F. Bomba, left, and Engineer J. N. Newsom.



Timing is Essential

Shippers in the Valley depend on fast SP freight schedules and on our excellent PFE and SP equipment, Songer points out, not only to deliver their fresh fruits and vegetables in top condition, but to meet market objectives—an increasingly important factor in their highly competitive business.

During the peak season (January to June), each day's harvest is packed and cooled at night. By daylight, the loaded refrigerator cars—often a solid trainload—are well on their way, headed for second morning delivery to the St. Louis and New Orleans gateways.

Incentive Rates

"Valley shippers like both the diversity and the availability of SP and PFE equipment," Songer says. "They have particularly welcomed our steadily increasing supply of mechanical reefers, Ice-Tempcos, and other types of reefers, which offer increased loading capacity and the opportunity to take advantage of incentive rates. SP pioneered these rates in the Valley, reducing per-package cost to shippers and helping them compete in their mid-western and eastern markets."

On this subject, O. E. Brand, president of Griffin & Brand of McAllen, Inc., one of the Valley's largest vegetable shippers, recently told an SP representative:

"You're on the right track with bigger cars and incentive rates to help us keep our costs down. Nobody can beat railroads when it comes to the bulk shipment of perishable products."

Import and Export

SP also handles many carloads of Mexican produce, which is trucked into Brownsville, processed and loaded into PFE mechanical reefers—much of it for delivery to points in Canada. This past year, following the disastrous winter in Europe, large quantities of Valley fruits and vegetables have also moved via SP to various Texas ports for shipment overseas.

SP transports Valley cotton by the carload and cotton seed oil, one of its most important by-products, by the tank-car load. The railroad also handles volumes of fresh and frozen shrimp. Brownsville, the only U.S. seaport within switching distance of two nations, ships more shrimp than any other port in the world — supplying nearly 80 per cent of the U.S. market.



"SP-PFE service is just naturally friendlier and more helpful," says Mrs. Bobbie Whitlock, PFE diversion clerk at Edinburg, who talks daily with many of the Valley shippers.

Valley industry, chiefly geared to agriculture, includes canning and frozen food plants, cotton gins and oil mills, and a plant which manufactures packaging materials for vegetables.

1951 Freeze

When the 1951 freeze destroyed carrot tops throughout the Valley, F. H. Vahlsing —a leading vegetable grower— decided to market topless carrots in plastic bags. He purchased the bags from northern manufacturers; then decided in 1954 to start his own plant. The result is Texas Plastics, Inc. of Elsa, now a leading supplier of polyethylene film.

Oil and natural gas are also major contributors to the four-county Valley economy, bringing in an annual income of



Passing the time of day at McAllen are, l-r, DF&PA Murray Songer and O. E. Brand, Griffin & Brand, one of the Valley's largest vegetable growers and shippers.



Southbound SP trains bring agricultural machinery to the Valley and its export gateway. Agent E. J. Breaux, l., checks list with Customs Broker Ricardo Duran.

nearly $60 million.

Southbound SP trains bring agricultural machinery, lumber and a variety of other products to the Valley and to the Brownsville gateway for delivery to Mexico.

"We get sixth morning delivery on lumber from the Pacific Northwest," Murray Songer says. "That schedule not only gives us a great competitive advantage, but it helps builders in the Valley keep a steady supply on hand with low inventories. It takes plenty of teamwork all along the line to come up with fast, dependable service like that."

Started in '34

Songer started with Southern Pacific in the Passenger Department at Houston in 1934. He saw combat service during World War II with the 41st Infantry Division in the Pacific; then, as an expert stenographer, he helped prepare the briefs used in the Nuremberg trials.

He became city freight and passenger agent at San Antonio in 1958, and traveling freight and passenger agent at Harlingen in 1961, receiving his present assignment earlier this year.

Sense of Accomplishment

"I like working with shippers," he says. "You really feel a sense of accomplishment when you can be helpful to them, and particularly when you can help get a new industry located along our lines."

This is always a matter of close cooperation between all departments, he points out.

A recent example of interdepartmental teamwork, Songer says, occurred when "PFE, our staff people in Houston and our district people in the Valley were able to help the Duncan Produce Company get just the right location and set-up in Edinburg. Now they're happy with their new plant, and we have a new carload-producing industry on our lines."

The DF&PA office in Harlingen includes, in addition to Songer, TF&PA W. J. Manix, Rate Clerk Lloyd Brobst, and Steno Mrs. Ann Espenlaub. In the course of their duties, they come in daily contact with PFE Diversion Clerk Mrs. Bobbie Whitlock of Edinburg, and with SP Operating Department people, including Trainmaster Robert Cunningham of Alice, and Agents E. J. Breaux of Brownsville, I. M. Smith of McAllen, A. N. Alldredge of Edinburg, Lloyd Whitlock of Harlingen, E. F. Smith of Elsa and William Matthew of Santa Rosa.

Part of a Team

As Bill Manix explains it, "We're small and spread out down here, so we have to depend on each other. If our operating people see a traffic matter, they get hold of us; if we see something that needs attention, we call on them. After all, we're all part of the same team."

Important traffic tips, Bill says, often come from Southern Pacific Transport Company drivers, from PFE people, and from SP agents.

Bill, himself, is a former SP agent, as were his grandfather, father, mother, two brothers and his wife. A Marine Corps. veteran of World War II, (Bronze Star, Purple Heart) Bill was mayor of Edcouch, one of the Valley communities, when he was agent at nearby Elsa in 1957-58. He received his present assignment in February and currently spends many evenings attending Pan American College in Edinburg.

Summing up the way our people feel about SP service in the Valley, Ann Espenlaub comments, "Down here, the shippers are our neighbors. We know many of them personally. And we do our best to treat them as our friends."





LEFT: Talking over office matters are, l-r, Rate Clerk Lloyd Brobst, Steno Mrs. Ann Espenlaub, and DF&PA Murray Songer, all of SP's Harlingen office. RIGHT: Harlingen Agent Lloyd Whitlock checks a point with Wayne Jachal, left, asst. manager, Valley Co-op Oil Mill, which manufactures about a tank car of oil a day.

On the Spot — A Car for Every Job

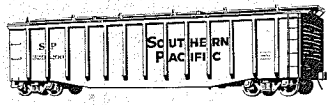
DIVERSE car types in Southern Pacific's 85,000-car fleet are illustrated by the random sampling on these pages. Carrying bigger payloads, today's cars contribute to the increased efficiency of the railroad.

Modern freight equipment is not only large but highly specialized as well. SP aims to fill the varied needs of shippers by tailoring its new cars to fit the type of shipments handled.

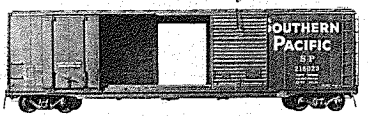
As the varied appearances and shapes of these cars suggest, the day of the specialized car has arrived on the railroad. Continuing research by SP in cooperation with shippers will point the way to the even better cars of the future.

(This is the second in a pictorial series dealing with SP freight equipment.)

COVERED GONDOLA



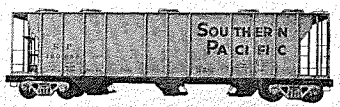
DOUBLE DOOR BOX CAR



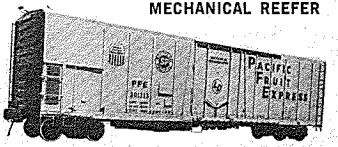
HYDRA-CUSHION BOX CAR



COVERED HOPPER
(selective type)



MECHANICAL REEFER



ALUMINUM COVERED HOPPER



OPEN TOP HOPPER



SP STEAM LOCOMOTIVES GIVEN PERMANENT HOMES

• One morning last month, Southern Pacific's final retired steam locomotive was presented to the city of Santa Cruz, California. SP 1298, a 1917 switch engine, will be put on permanent public display in a park there.

When the railroad formally promised the old switch engine to Santa Cruz two years ago, it meant SP had given away the last steam locomotive it had available. But because a suitable display site could not be found at once, 1298 was placed in temporary storage at Oakland.

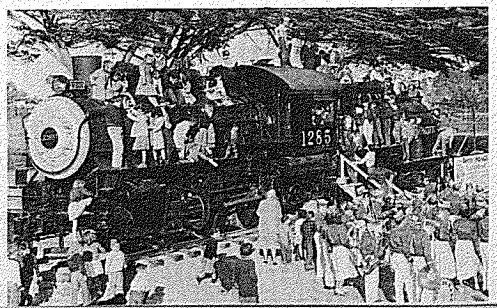
Now, resplendent in gleaming black paint, the old veteran is on view for the admiration of everyone who visits the park.

Donation of 1298 marked the end of a seven-year program of finding good homes for these relics of a bygone time in the history of transportation. (SP's motive power has been completely diesel since 1958.)

Altogether, 60 SP engines will be preserved as monuments to the part steam played when the railroad was helping to open up and develop the West. These big machines, long since silent, once brought people to the growing towns, took western products to market and goods that added refinements to the way of life.

Progress in the design of motive power saw wood give way to coal and then to oil as a fuel for firing the boilers. But when the inherently more efficient diesel engine appeared, steam propulsion was doomed. Diesels can pull heavier loads faster, farther and with less maintenance than steam powered engines.

CHILDREN GALORE came to admire SP 1285 when it was donated to the city of Monterey, California. The old locomotive was turned over to the community with fitting ceremonies on Feb. 15, 1956. It occupies a place of honor in Dennis the Menace playground where youngsters of all ages can climb on it.





SP LOCOMOTIVE 1298 found a permanent home last month in Santa Cruz when the railroad delivered the old switch engine to the city to be placed on permanent display. City officials and railroad officers taking part in presentation ceremonies included Santa Cruz Mayor Bert Snyder and SP Coast Division Assistant Superintendent J. L. Harrison. (Snyder is at left, holding deed; Harrison is next to him, wearing hat.)

Two at Sacramento

At Southern Pacific's birthplace in Sacramento, the age of steam is represented by two locomotives of divergent sizes on display in front of the passenger depot. The tiny C. P. Huntington, wearing the designation, SP-1, stands next to a mighty cab ahead type, SP-4294. Thus one of the railroad's earliest steam engines and the very last one ever purchased are side by side, dramatically illustrating the progress made between 1863 and 1944.

The cab aheads were the most powerful steam locomotives ever to see service on Southern Pacific. They were giants—125 feet 11 inches long, weighing 1,051,200 pounds when fully loaded. At 40 miles an hour they developed about 6,000 horsepower.

In contrast, the Huntington measures only 29 feet six inches. It weighs 39,000 pounds, and at 40 miles an hour could develop 232 horsepower.

Retirement of steam locomotives in considerable numbers prompted the start of the locomotive donation program in 1956. Management of the railroad knew that in a few more years, all of these veterans would be headed for the scrap pile unless some steps were taken to preserve them. Accordingly, arrangements were made with interested communities, museums and historical groups which had expressed interest in displaying these old engines.

The first locomotive to be donated under the program was SP 1285, a switch engine built

in 1924. Dedication ceremonies were held on Feb. 15, 1956 when it was installed in a position of honor at a children's playground at Monterey, California.

As other steam locomotives were retired, they were stored at various points around the system and held for donation. When the time came that the designated community was ready with a site and arrangements for moving the engine, it would be refurbished in the railroad's shops by repainting, polishing and repairing as needed. In some cases, the shop forces had to manufacture parts which were no longer available.

Run 'Dead'

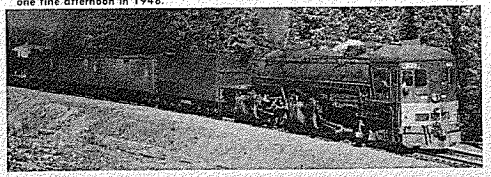
Transporting these heavyweight gifts presented no problem for SP. With the drive rods disconnected from the wheels, the newly resplendent locomotives would be run "dead" in the consist of a train. At destination came the more delicate part of the operation—getting a crane of sufficient capacity to lift the engine from the tracks and onto the bed of a special truck trailer.

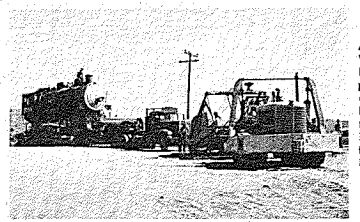
For example, at Tucson, Arizona, last year, when it became necessary to move SP 1673 from one location to another, a trailer with 22 tires was required to carry the 84-ton locomotive.

Once on display, the locomotives are maintained by the communities or by groups which take over the task as a civic project. Although the railroad gives up title to these old locomotives, SP management continues to take an interest in seeing that they are maintained in condition that will reflect credit to Southern Pacific.

The last locomotive boiler on Southern Pacific went cold five years ago, when SP 4460, a silver-nosed engine of the type that used to pull the *Daylights*, was taken out of service. Since that time, the only places most people can see real steam locomotives are in the parks and playgrounds where these old SP engines are carefully preserved. It is noteworthy that most of them still look as if they were awaiting only the arrival of a blue-clad engineer before heading down the line just as they used to do. •

CAB AHEAD locomotive, the last and most powerful type of steam driven engine on Southern Pacific, is shown pulling a freight train up a grade in Southern Oregon one fine afternoon in 1948.





AT WATSONVILLE, California, big 307 horsepower truck needed help from 200 h.p. road scraper to move this SP locomotive to its final resting place in Ramsay Park.

SP Steam Locomotives on Public Display

WHERE LOCATED	ENGINE NUMBER	WHEN BUILT
ARIZONA		
Chandler	SP 2562	1906
Globe	SP 1774	1902
Mesa	SP 2355	1912
Tucson	SP 1673	1900
Yuma	SP 2521	1907
CALIFORNIA		
Alameda	SP 1227	1915
Alturas	SP 2718	1904
Bakersfield	SP 2914	1898
Dunsmuir	SP 1727	1901
El Centro	SP 2353	1912
Fresno	SP 1238	1918
Hanford	SP 1215	1913
Independence	SP 18	1911
Laws	SP 9	1909
Los Angeles	SP 1273	1921
Los Angeles	SP 3025	1904
Martinez	SP 1258	1921
Monterey	SP 1285	1924
Oakland	CP 233	1882
Oakland	SP 2467	1921
Orland	SP 2852	1919
Palo Alto	CP 1	1863
Perris	PE 1624	1924
Placerville	SP 1771	1902
Pomona	SP 5021	1926
Richmond	SP 1269	1921
Roseville	SP 2252	1897
Sacramento	SP 1	1863
Sacramento	SP 4294	1944
Salinas	SP 1237	1918
San Bernardino	SP 2825	1908
San Diego	SD&AE 104	1904
San Francisco	NWP 112	1908
(Awaiting movement to display site)		
San Francisco	SP 1294	1924
San Jose	SP 2479	1923
San Mateo	SP 2472	1921
Stockton	SP 1251	1919
Santa Cruz	SP 1298	1917
Tracy	SP 1293	1924
Watsonville	SP 2706	1904
Woodland	SP 1233	1918
MISSOURI		
St. Louis	SP 4460	1943
NEVADA		
Carson City	SP 8	1907
NEW MEXICO		
Deming	SP 1221	1913
OREGON		
Klamath Falls	SP 2579	1906
Portland	SP 4449	1941
Roseburg	SP 1229	1915
Woodburn	SP 1785	1902
UTAH		
Corinne	SP 1744	1901
Ogden	SP 1297	1908
LOUISIANA		
Lafayette	T&NO 743	1921
New Orleans	T&NO 745	1921
TEXAS		
Austin	T&NO 786	1916
Baytown	T&NO 895	1913
Beaumont	T&NO 975	1918
Houston	T&NO 892	1913
San Antonio	T&NO 794	1916
Victoria	T&NO 771	1913
El Paso	EP&SW 1	1857
El Paso	SP 3420	1904



R. C. PENDER has retired as assistant traffic manager (rates) at Los Angeles after 43 years of railroad service.

GOLF OFFICERS of the newly-formed Golf Club of the Western Division include Switchman C. V. Adams, president; and Switchman Ray Crane, secretary-treasurer. Members of the Rules Committee are Vern Mason, Paul Flucker, and M. D. Jackson. Anyone interested in participating in upcoming golf tournaments should contact Lou Isbell, yardmaster at Oakland.

HOLE IN ONE was made recently by Charlie Darraugh, crossing protection engineer, Signal Department, at the Emerald Hills Golf Course in Redwood City, on the 7th hole — a 110-yard drive. Charlie says solemnly, "I do not expect this to happen to me again in my lifetime."

She's a Finalist In 'Mrs.' Contest

Virginia McGaughey, attractive dark-eyed wife of Conductor Earl E. McGaughey, Klamath Falls, was named as one of the three finalists in the 1963 Mrs. Oregon contest being conducted by the Mrs. America Homemaking Council and Mrs. America Inc., New York City.

Winners from each of the 50 states will go to Florida on April 22 to compete for the national title of Mrs. America.

Mrs. McGaughey, mother of three children, teaches Sunday School at First Methodist Church and is choir mother for the Junior Choir. She is a charter member of PTA at Orson Stearns Elementary School, is a charter member and past president of the Jaycettes, has been a Girl Scout leader for five years, and served as Klamath County Council Savings Stamp chairman for four years.

She likes to cook, just good food—and she keeps the cookie jar filled, which keeps her progeny happy.

William L. Waite, Jr., assistant general freight and passenger agent, Los Angeles, has been elected president of the Railroad General Agents Association of Los Angeles. He is the immediate past president of the 600-member Los Angeles Transportation Club.



FOR INDIVIDUAL AND NATIONAL ECONOMIC GROWTH

The real capitalists of America are the millions of average wage earners whose savings — in banks, in insurance and in stocks and bonds — provide billions of dollars for industrial expansion and growth. All of us, as individuals, are capitalists, contributing to the nation's economic future.

An average of $18,000 in capital investment is needed to provide each new job in the manufacturing industries. Railroad investment in road and equipment is even more — $38,000 per employe.

Corporate earnings after taxes provide only part of the funds needed to buy equipment for the growing labor force. The rest comes from the savings and investments of individuals, who in turn share in a company's profits as payment for the use of their money.

This year, more than ever, we observe Invest-in-America Week, April 28-May 4, with a sense of urgency. The challenge of Communism reminds us that we can not rest on past accomplishments. Whether we invest our spare dollars in a savings account, insurance, a home, stocks or bonds, we will be creating jobs and strengthening the America of tomorrow.

New Books Tell of SP's Colorful Past

Southern Pacific steam locomotives and steam powered passenger trains, although now vanished from the modern scene, still continue to intrigue writers, both amateur and professional, as witness the publication of two new major works on the subject.

The first, released last month, *A Century of Southern Pacific Steam Locomotives* (Modesto Printing Co., $16.75) is by Guy L. Dunscomb, formerly with SP's Freight Traffic Department, and now with Pacific Motor Trucking Company at Modesto.

The second, to be released May 1, *The Central Pacific and the Southern Pacific Railroads* (Howell-North Books, $15.00) is by Lucius Beebe, one of America's foremost railway writers and historians.

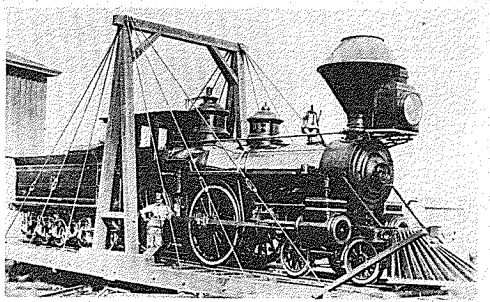
Dunscomb's 480-page book contains 800 pictures and thousands of facts which tell the complete story of the development and growth of SP's steam power. Dunscomb has also included several special sections at the back of the book, giving the corporate histories of the many small rail lines which now make up the SP of today, and he devotes a portion of the book to SP's former electric, gas-electric and McKeen cars. Many of the photographs he uses are rare, never-before-published shots.

Beebe's book, described as a 630-page "pictorial extravaganza" contains over 900 illustrations blending the best and most famous pictures of the past with a galaxy of modern camera art.

In his latest book, the only one he has devoted entirely to Southern Pacific, Beebe presents—largely in pictorial terms the antecedents, the construction, component properties and the spectacular passenger train operations of the CP-SP railroads over a century of growth.

The "Overland Limited" shown near 16th Street Station, Oakland (from Beebe's book, The Central Pacific & The Southern Pacific Railroads).





SP Locomotive No. 73 shown on the turntable at Monterey in 1887 (from Dunscomb's book, A Century of Southern Pacific Steam Locomotives).

Promotions & Transfers

TRAFFIC DEPARTMENT: At Los Angeles, **E. E. Portwood**, to assistant traffic manager; **A. S. Sandor**, to assistant general freight agent; **T. J. McGrail**, to district freight and passenger agent; **D. E. Fread**, to assistant district freight and passenger agent; **D. R. Austin**, to general agent, trailer-flatcar traffic. **J. E. Blackburn**, to assistant traffic manager, with headquarters in New York City.

OPERATING DEPARTMENT: **J. A. Morris**, to trainmaster, with headquarters in San Jose; **H. H. Marsh**, to trainmaster, with headquarters in Stockton; **H. Kerins**, to trainmaster, with headquarters in Watsonville Junction; **O. D. Goodwill**, to trainmaster, with headquarters in Bakersfield; **W. H. Van Slyke**, to assistant trainmaster, with headquarters in Salinas; **G. L. Grace**, to assistant trainmaster, with headquarters in Warm Springs; **R. W. Wolfe**, to assistant trainmaster, with headquarters in Coos Bay; **W. R. Callantine**, to road foreman of engines, with headquarters in Ogden; **F. J. Schetter**, to terminal superintendent, El Paso; **K. E. Parmelee**, to assistant terminal superintendent, Oakland.

PACIFIC MOTOR TRUCKING: **R. D. Brown**, to terminal manager, Anaheim; **D. R. McNight**, to terminal manager, Bakersfield.

SAFETY DEPARTMENT: **J. A. McNally**, to safety supervisor, with headquarters in San Francisco.

PURCHASES & STORES: **G. E. Hinton**, to supervisor of salvage sales; **G. B. Jackle**, to assistant supervisor of salvage sales; **W. H. Perkins**, to supervisor of stores, all with headquarters in San Francisco.

MECHANICAL DEPARTMENT: **V. K. Wise**, to chief clerk, with headquarters in San Francisco.

Recent Retirees





WESTERN DIVISION. Among those retiring recently were John K. Greene, left, locomotive engineer who had 46 years of service, and H. M. Gordon, conductor, who had 45 years with the company.



JAMES C. GARDETTO, boilermaker, Sacramento Shops, retired recently after nearly 48 years with SP.

JOE ALDER, senior yardmen's timekeeper in the District Timekeeping Bureau, Sacramento, shown with his wife, has retired from the company after 40 years of service.





RANDOLPH (RANDY) N. JOHNSON, assistant chief clerk of Purchases and Stores, San Francisco, retired last month after 41 years with the company.

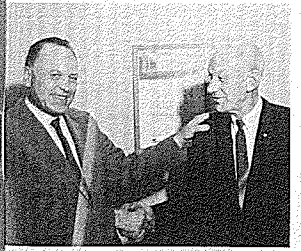


J. ARRIOLA BALDERRAMA, B&B carpenter, Tucson-Rio Grande Division, has retired after more than 50 years with the company.





LOS ANGELES DIVISION. Retiring recently were Locomotive Engineers E. A. Taylor, left, who had 43 years of service, and C. E. Safford, who worked for SP 45 years.



LEWELLYN S. McCARTY, right, locomotive engineer on the Portland Division, is congratulated by Assistant Superintendent Bud Bishop on his retirement after 42 years service.

CHARLES ABELS, city freight agent Los Angeles since 1935, has retired from the company after completing 40 years of service.



SP Veteran George Evans Dead at 88

George S. Evans, the man who was Leland Stanford's office boy, died recently at the age of 88 in San Francisco.

Ironically, when he went to work for Southern Pacific in 1887, he considered the job only a temporary one. But by the time he retired in 1944, he had completed 57 years and three months of service. This is the longest unbroken period anyone has worked for the railroad, as nearly as can be determined from Pension Department records.

Evans was a boy of 12 in knee pants when he got the job running errands for Stanford, one of the founders of the railroad and its president at that time. Starting salary for the youngster was $4.70 a week.

In later years Evans recalled that the Clerical staff of the San Francisco General Office included only one woman in 1887, and there was only one telephone operator for the entire building. Adding machines, then something of a novelty in the business world, were regarded with suspicion by the clerks, who preferred to do their own mental calculations, Evans said.

Most of Evans' long career was spent in the Treasury Department. At the time of his retirement he held the post of assistant local treasurer.



PETER DeNARO, shown with his wife, retired from service as a conductor on the Tucson-Rio Grande Division, after a half century of railroading, 48 years of which was spent with Southern Pacific.

Evans came from pioneer stock. His father, General George Stafford Evans, was an Indian fighter and founder of the community of Independence in Inyo County, Calif.

DR. V. M. STRANGE, chief surgeon at SP's General Hospital in San Francisco, recently was made a fellow in the American Industrial Medical Association. The honor was awarded at the annual meeting of the organization in Washington, D.C.



COAST DIVISION: **Louis R. Barrios,** clerk; **Raymond G. Buechner,** pipefitter; **George P. Burdusis,** extra gang foreman; **Santo Colombo,** carman; **Jack T. Conner,** fireman; **George A. Fawcett,** machinist; **Robert B. Galbraith,** locomotive engineer; **Nicanor L. Juarez,** laborer; **Joseph N. Manasse,** yardmaster; **William R. Martin,** clerk; **Joseph C. McCurry,** signal foreman; **George O. Nelson,** carman helper; **George J. O'Hara,** engine crew dispatcher; **Arthur F. Spence,** locomotive engineer; **Leo I. Wardle,** conductor.

LOS ANGELES DIVISION: **Walter H. Benjamin,** switchman; **Frank V. Collins,** wire chief-telegrapher; **Fred D. Davidson,** fireman; **Myron N. Doty,** car clerk; **Ervin W. Enz,** locomotive engineer; **William G. Gates,** conductor; **Paul J. Genoud,** car inspector; **George P. Green,** switchman; **Osburn L. Harwell,** extra gang foreman; **Nicholas F. Kempf,** car inspector; **Richard W. Macfarlane,** yard clerk; **Clair H. Northrup,** conductor.

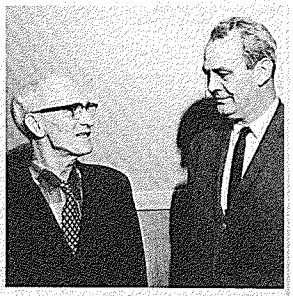
PORTLAND DIVISION: **Floyd A. Bewley,** locomotive engineer; **Robert L. Bond,** clerk; **Carl C. Dahlgren,** locomotive engineer; **Albert J. Day,** machinist; **Theodore G. Keyser,** pipefitter; **Lloyd N. Klinger,** water service foreman; **Fred M. Nolan,** laborer; **Lester Read,** lead machinist; **Walter H. Shumard,** extra gang foreman.

SACRAMENTO DIVISION: **Alfred J. Bennetts,** locomotive engineer; **Alfred L. Braden,** locomotive engineer; **Charles Hollmer,** carpenter; **Charles H. Ludwig,** agent; **Willie F. White,** track laborer; **Benjamin F. Wikoff,** section foreman.

SALT LAKE DIVISION: **Eldred J. Butson,** locomotive engineer; **Frederick J. Crook,** locomotive engineer; **William R. Curry,** agent-telegrapher; **Joseph C. Flitton,** machinist helper; **Joseph Getto,** machinist; **Andy R. Honey,** fireman; **John H. Hartman,** locomotive engineer; **Eddie B. Mulhall,** conductor; **Howard D. Ranson,** train baggageman; **Henry H. Scruggs,** conductor; **Louis H. Seifert,** machinist helper; **Clyde A. Shepherd,** locomotive engineer.

TUCSON-RIO GRANDE DIVISION: **George E. Barnhart,** machinist; **Charles E. Baumgardner,** conductor; **Mark M. Bray,** brakeman; **Francis E. Brean,** water service mechanic; **Frank L. Bryson,** trucker; **Cecil A. Compton,** conductor; **John L. Conser,** switchman; **Victorio Correa,** carman helper; **Peter DeNaro,** conductor; **Jesse A. Dowdy,** locomotive engineer; **Frank Escajeda, Jr.,** carman; **R. Warren Hastings,** drafts-

HERMAN S. WESTBY, left, locomotive engineer on the Portland Division, retired on March 31 after 44 years with SP. Shown congratulating him on his accident-free career is Superintendent A. W. Kilborn.





SAMUEL H. PENNEY, locomotive engineer, Los Angeles Division, has retired after an accident-free career of 44 years, all on the same division.

man; **William H. Hilderbrand**, switchman; **Raymundo Maneera**, machinist; **Cornelious J. McDevitt**, machinist; **Paul F. McNabb**, locomotive engineer; **Harry K. Powell**, conductor; **Stanley P. Preach**, fireman; **William Ziede**, locomotive engineer.

SAN JOAQUIN DIVISION: **Stanley C. Marshall**, trainmaster's clerk; **Pedro L. Martinez**, baggage handler.

SHASTA DIVISION: **Vern I. Brader**, telegrapher - clerk; **Charles B. Lamb**, locomotive engineer.

WESTERN DIVISION: **Joe B. Albright**, assistant mail & baggage handler; **James R. Blair**, machinist; **Delbert F. Bruno**, switchman; **Tony Candia**, sheetmetal worker helper; **Walter P. Cargile**, locomotive engineer; **Kenneth R. Fesler**, boilermaker; **John K. Greene**, locomotive engineer; **Leslie C. Hendrickson**, clerk; **Irwin L. Jorgensen**, mail & baggage handler; **Nick Mamola**, carman helper; **Wesley L. Walker**, machinist, **Ralph K. Somerville**, general yardmaster.

LOS ANGELES GENERAL SHOPS: **Robert A. Berry**, shop clerk; **Louis S. Dalbero**, electrician; **Antonio Gutierrez**, trucker; **Joseph V. Lynch**, sheetmetal worker; **Walter J. McLean**, machinist; **Phillip G. Perez**, upholsterer helper.

SACRAMENTO GENERAL SHOPS: **Pablo Carrillo**, carman helper; **Lloyd B. Clarke**, machinist; **Ivan Covich**, machinist; **Thomas C. Criswell**, freight carman; **Manuel G. Garcia**, machinist; **George F. Sprentz**, machinist.

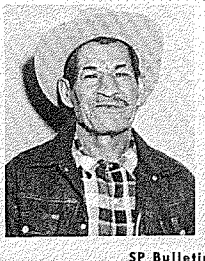
GENERAL OFFICE: **Ariel L. Barney**, clerk, Auditor Miscellaneous Accounts; **Charles F. Fava**, clerk, Auditor Revenue Accounts; **Hazel B. Harris**, clerk, Freight Claims; **Julius J. Madsen**, clerk, Auditor Revenue Accounts; **William N. McClain**, clerk, Mechanical Department.

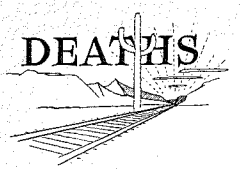
GENERAL HOSPITAL: **Maria H. Bouillon**, nurse; **Charlotte E. Dietz**, nurses' aid; **Robert W. Stelter**, orderly.

DINING CAR DEPARTMENT: **Lexton L. Butler**, chef; **Joseph Powell**, waiter, both Los Angeles; **Jerry J. Martin**, cook, West Oakland.

PACIFIC ELECTRIC: **Ralph L. Bailey**, foreman; **Carl C. Buckner**, bonder & welder; **Harold K. Cole**, pipefitter; **Francis W. Coy**, auto mechanic; **Theodore C. Koeper**, engineer; **Victor P. Labbe**, general clerk; **Frank V. Malone**, engineer.

PLACIDO MENDEZ, track laborer on the Tucson Division, has retired from service after more than 38 years with SP.





COAST DIVISION: Pensioners: **Nicholas Annecchini**, section foreman; **Ella S. Bell**, coach cleaner; **Virgilio Celli**, yard foreman; **Lawrence H. Chambers**, switchman; **Manuel A. Freitas**, locomotive engineer; **Joe A. Jones**, inspector; **Robert L. Reed**, locomotive engineer.

LOS ANGELES DIVISION: Pensioners: **Elmer H. Cassidy**, locomotive fireman; **William J. Dooley**, crossing watchman; **Wade H. Farley**, coach cleaner; **Lucio A. Fuentes**, water service mechanic; **Charles E. Girard**, conductor; **Robert L. Godfrey**, locomotive engineer; **John R. Jack**, assistant engineer; **John E. Jolly**, clerk; **Frank Joslin**, machinist; **Charles C. Koontz**, conductor; **William G. MacDowell**, carpenter; **Lewis C. Martyn**, clerk; **Edwin S. Mills**, clerk; **Charles R. Rankin**, conductor; **Thomas Sweifel**, road carpenter; **Valentine Theis**, B & B carpenter.

PORTLAND DIVISION: **Hanley V. Olson**, lift truck operator; **Edwin M. Addison**, locomotive engineer. Pensioners: **Ole M. Anderson**, carman; **Russell C. Casey**, switchman; **Alston M. Fitch**, clerk; **James C. Garber, Sr.**, assistant chief clerk; **Joseph D. Gilbert**, machinist; **Charles K. Gill**, switchman; **Frank H. Long**, boilermaker; **William A. Long**, machinist; **Horace E. Moell**, hostler; **Otto H. Olson**, assistant chief clerk; **Eddie E. Raymond**, carpenter; **Karl L. Shirey**, carpenter; **Charles C. Stine**, conductor.

SAN JOAQUIN DIVISION: **John W. Bean**, crossing watchman; **Otto W. Foss**, machinist; **Thomas J. Gwin**, extra gang laborer; **Abraham M. Hodel**, freight carman; **Homer C. Lewis**, switchman; **William D. Mainland**, telegrapher; **William B. Walden**, stower; **Lawrence D. Ward**, locomotive engineer.

TUCSON-RIO GRANDE DIVISION: **A. M. Schepman**, brakeman; **George L. Kinney**, switchman; **Edna V. Robbins**, telegrapher. Pensioners: **Frank H. Bearse**, conductor; **Leo O. Caldwell**, electrician; **Kermit L. Griffith**, switchman; **Joseph R. Hargis**, telegrapher; **Floyd L. Samford**, clerk; **Arthur J. Simmons**, locomotive engineer; **Mateo Alferez**, section laborer; **John A. Armstrong**, conductor; **Foster Hathaway**, locomotive engineer; **Daniel G. Hines**, locomotive engineer; **Joaquin O. Marrufo**, laborer; **George S. Pelton**, machinist; **Andrew J. Ramsey**, locomotive engineer; **Henry Singletary**, machinist helper; **DeWitt T. Walker**, section foreman.

SACRAMENTO DIVISION: Pensioners: **Paul E. Cornwell**, check clerk; **Leslie A. Downs**, agent-telegrapher; **Dario Duarte**, section laborer; **Nick Kunarich**, boiler washer; **James W. Morford**, car inspector; **George J. Renz**, car repairman; **Fred P. Rhodes**, B & B carpenter;

THOMAS J. DURKIN, locomotive engineer on the Tucson-Rio Grande Division, retired after nearly 46 years of service.





M. M. McDOLE, assistant engineer Class "A", Engineering Department, Tucson, retired after 49 years of service. A writer and poet, he now plans to devote more time to study of literature and languages.

Glenn D. Ross, car foreman; **George B. Waters**, stationary fireman.

SHASTA DIVISION: Pensioners: **Harold Beasley**, clerk; **Herman G. Fischer**, locomotive engineer; **George C. Jenkins**, water service foreman; **Everett J. Matthews**, stationary fireman; **Richard H. Mitchell**, agent; **John M. Rogers**, locomotive engineer.

WESTERN DIVISION: Pensioners: **Antone Dito**, labor foreman; **Benjamin L. Giordano**, engine watchman; **William C. Guidice**, locomotive engineer; **William P. Hansen**, mail handler; **George C. Manrow**, locomotive engineer; **Willie Miller**, carman helper; **Charles C. Murray**, electrician; **Frank P. Rago**, carman; **Fred Roberts**, stower; **Edward R. Welch**, switchman; **Clarence G. Whittington**, crossing watchman; **Horace F. Wing**, yard foreman.

LOS ANGELES GENERAL SHOPS: Pensioners: **C. R. Allison**, machinist; **Joe Coronel**, crane foreman; **Albert J. Gonzales**, machinist; **Jacob D. Hall**, locomotive carpenter; **Frank S. Marrio**, chore boy operator; **Clarence Stevens**, freight carman; **Martin Tavarez**, laborer.

SACRAMENTO GENERAL SHOPS: **John F. Bohm**, machinist; **John H. Clark**, electrician; **Ermind Maffei**, blacksmith; **William Harrison Rice**, machinist; **Manuel M. Rose**, crane operator.

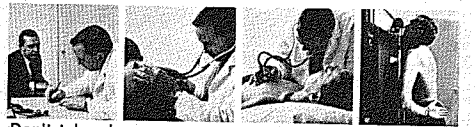
PACIFIC ELECTRIC: **Roy E. Arnold**, interchange clerk; **Fred Lawrence**, engineer. Pensioners: **Duke Carter**, investigator and adjuster; **Glen C. Cleek**, operator; **Raymond G. Garst**, switchtender; **Paul F. Hassler**, carpenter; **William M. V. Prediger**, mechanic; **Esteban B. Rios**, laborer; **Catherine A. Rohwer**, information clerk; **Russell Wiseman**, conductor; **E. O. Hoffman**, brakeman.

SALT LAKE DIVISION: Pensioners: **Umberto Buonanoma**, section foreman; **William H. Corbiere**, locomotive engineer; **John W. Gray**, locomotive engineer; **William E. Lambert**, electrician; **Clemente Pastor**, laborer; **Jesse H. Shurtleff**, carpenter; **Eugene H. Tittensor**, machinist helper.

OTHERS: **Mel Harvey**, chief clerk, Mechanical Department, San Francisco; **Francis C. Jones**, assistant agent, Schellville, Northwestern Pacific. Pensioners: **John E. McNutt**, agent-telegrapher, Campo; **Marshall S. Brooks**, waiter-in-charge, San Diego, both of San Diego & Arizona Eastern; **Carl F. Petrie**, storekeeper, Tucson; **George S. Evans**, assistant local treasurer, General Office; **William E. McGregor**, dining car steward; Los Angeles; **Charles Vergnes**, head washman, West Oakland, both Dining Car Department; **Carlo Giudici**, roundhouse laborer, San Rafael; **Elmer E. Robinson**, brakeman, Eureka, both Northwestern Pacific.

Christ Petterson, former section foreman on the Portland Division, and one of SP's oldest pensioners, passed away at 92 in Eugene last month. He had been retired since 1938. He was the father of Victor M. Petterson, who rose to the position of assistant general manager before his death in 1949.

COUGH TOO MUCH?



Don't take chances . . . you may have a Respiratory Disease. Your local Christmas Seal organization and the National Tuberculosis Association say: **See Your Doctor!**

SHORT OF BREATH?

SOUTHERN PACIFIC *Bulletin*

Published monthly at 65 Market Street, San Francisco, by Public Relations Department for men and women of Southern Pacific Company

Vol. 47 WILLIAM M. ROBERTSON, Editor **No. 3**

DONALD P. EVERBERG, Assistant Editor RAY KIRKLAND, Houston Representative

Editorial Representatives:

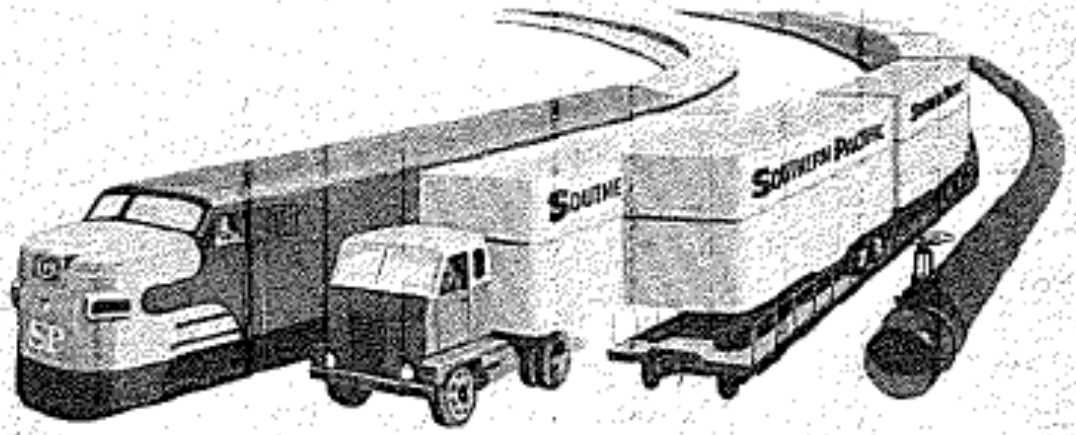
Freight Traffic, Ray A. Burns, SF
Accounting, A. S. Johnsen, SF
Communications, C. Griggs, SF
Mechanical, Dorothy Nicholas, SF
Engineering, Les King, SF
Safety, P. H. Oakeshott, SF
Purch. & Stores, J. I. Valdez, Jr., SF
LA Shops, Victor Schiro
Sacto. Shops, Jack G. Palmero
NWP, D. C. Kilborn, San Rafael
PE, Nancy Reid, LA
PFE, Hoys M. Ferguson, SF
PMT, Ray Bradshaw, SF

(Divisions)
Coast, Clyde Evans, San Francisco
Los Angeles, J. Ann Macon, Los Angeles
Portland, Howard E. Bailey, Portland
Sacramento, John A. Collins, Sacramento
Salt Lake, Hugh F. O'Neil, Ogden
San Joaquin, R. S. Crandall, Bakersfield
Shasta, Grace Pickthorn, Dunsmuir
Tucson-Rio Grande, Jackie Stewart, Tucson
John Alexander, El Paso
Western, Florence McClure, Oakland

SOUTHERN PACIFIC BULLETIN,
65 Market Street, San Francisco 5, California
RETURN REQUESTED

[redacted]

BULK RATE
U. S. POSTAGE
PAID
San Francisco, Calif.
Permit No. 41



Missiles, men, or materiel...
Southern Pacific moves 'em!

By train, by truck, by Piggyback or pipeline, whatever the requirements of our military establishments, S.P.'s diversified transportation service stands ready . . . *is* ready . . . to serve those needs.

Today, Southern Pacific's coordinated rail and truck Piggyback service moves missile components swiftly and safely. Today, S.P.-developed Hydra-Cushion freight cars are carrying delicate military equipment in train-load quantities. And today, Southern Pacific pipelines are steadily pumping thousands of gallons of "jet fuels" and other petroleum products to military centers in the West and Southwest.

The continued maintenance of a strong, sound transportation system, instantly sensitive to the fast-changing logistics of military supply, is our guiding purpose now, and for tomorrow.

We are proud of our contributions to this country's growth, and of our service to industry, and to the people. We are proud, too, of our part in keeping the United States strong and ready.



Southern Pacific serves more than 200 military establishments in this eleven-state "Golden Empire"—the most productive and fast-growing region in the United States.

Southern Pacific